

ANCHOR & LINE

August Calendar							September Calendar						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30				
31													

Irish Fair
 General Meeting*
 Corn Feed
 Board Meeting
 Winter Storage Invoicing
 Republican Convention starts
 Republican Convention ends
 General Meeting
 Board Meeting

Fri-Sunday Aug 8, 9, 10
 Tuesday, August 12th at 7:30 p.m.
 Friday, August 22nd at 7:00 p.m.
 Monday, August 25th at 7:00 p.m.
 Monday, September 1st
 Monday, September 1st
 Thursday, September 4th
 Tuesday, September 9th at 7:30 p.m.
 Monday, September 22nd at 7:00 p.m.

Harriet Island
 On the General
 On the General
 SPYC Office
 SPYC Office
 Xcel Energy Center
 Xcel Energy Center
 On the General
 SPYC Office

*We will be discussing winter security measures, please attend to give us your opinion.

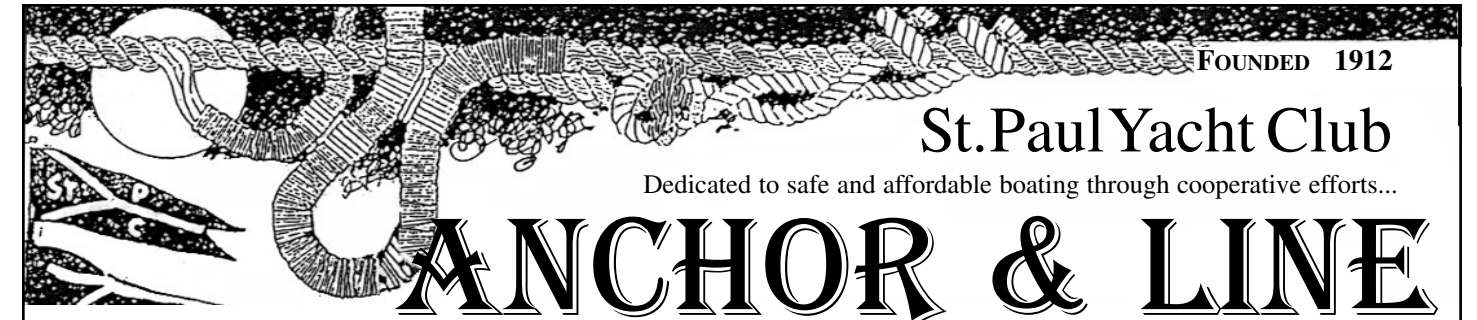
ANCHOR & LINE

S.P.Y.C.
 100 Yacht Club Road, B1
 Saint Paul MN 55107
 651-292-8964

Please submit articles, stories, photos, etc. to the Editor, S.P.Y.C., 100 Yacht Club Road B-1 Saint Paul, MN 55107
 E-mail: office@spyc-mn.org
 Web: <http://stpaulyachtclub.org>

Deadline
 Articles must be submitted by the 25th of the month for publication the following month.

Roger Anderson, Editor



FOUNDED 1912
 St. Paul Yacht Club
 Dedicated to safe and affordable boating through cooperative efforts...

ANCHOR & LINE

The Saint Paul Yacht Club was founded in 1912 as the Saint Paul Motor Boat Club for the purpose of fostering a greater interest in motor boating and the Mississippi River. In 1934 the club adopted its present name, S.P.Y.C., and continues more than 90 years of service to its members and the community.

Volume 11 Issue 8 August 2008



Welcome to 826!

100 Yacht Club Rd. B-1, St. Paul, MN 55107

- U69 Scuttlebutt -

Two major things happen this month, the dredging and the Republican National Convention. Both will disrupt our normal lives. Please do your best to get through them without incident.

Dredging – This is scheduled for the week of August 18th. Plan on being inconvenienced in some way regardless of where your boat is dock. Contact the office with any concerns. The hydrological study is also in the works, which is important to resolve future issues.

Republican National Convention – No matter what party you support, the club needs to look especially good during this event. The eyes of the nation will be on St. Paul. Get your boat and fingers looking their absolute best. Remember that club rules state that no political signage be displayed, pro or con.

Security – Operations is looking into an automatic gate and an alarm system of some kind to help secure the boat yard. Both of these options will be covered at the next general meeting. Please attend so we can get your feedback. Meanwhile keep valuables out of sight in your locked car. Keep the gates locked and be sure of whom you let in the gate to keep strangers off the dock.

Slips – We have about 17 slips open and transient dockage. The \$100 finder fee is still paid to anyone who recruits a boater to slip at the SPYC. It's not too late, lots of boating season left this year.

Vessel Safety Checks – Time is running out. It is time to get your vessel checked in 2008. Please get the report into the office to be recorded. If you have not had a check performed on your boat, you need to get this done. This is now a standing rule that operations is enforcing. The club is requiring that each boat have a current survey, or a safety inspection performed by either the coastguard auxiliary (free) or staff (charge) and proof that the boat meets minimum requirements of Fire Extinguishers, Ventilation, Backfire Flame Control (if applicable), Marine Sanitation Devices (No discharge of untreated waste possible), Overall Vessel condition: Clean bilge, electrical system, fuel system, No automotive parts. Not complying with this rule could impede your launch next year or lease renewal this fall. **Every boat needs to get this done NOW!**

Tricia IV – After 21 years, my boat was sold and headed down river to Ill. She serviced me well over the years and was never taken for granted. She did not owe me a thing as it sailed down river. It's only a boat...right?

With that said...Lets go boating!

Gordy Megens

- COMMODORE'S REPORT -

A beautiful summer just gets better everyday, perfect weather, ok sometimes it's too humid, a great flowing river, ok it could be deeper, wonderful Park events, ok sometimes the music gets too loud and not to everyone's taste, a city view that rivals San Francisco and Paris, ok you do have to squint up your eyes, friendly fellow boaters without exception...we live and boat here in a pocket of urban paradise which reminds me of my favorite paradise as described in Bowling magazine:

CLIMATE: Everyday is August 3 A slight drizzle in the morning burns off by noon. Temperatures reach a high in the eighties and drop to a pleasant chilliness perfect for bonfires at night. (Sweaters are optional).

POPULATION: Beer drinkers. These are the folks that have no fear of Alcohol but do not need to drink to be sociable, as martini drinkers do. They are a dedicated lot who completely disregard ex-jocks and advertising budgets and will never give up their native brew (*Point* and *Iron City*).

LIFESTYLE: Communal, with reservations. You can join as long as we know you're coming. Although all duties are shared, parents are responsible for their kids.

DAILY ACTIVITY: Acceptable activities include reclining, rafting, playing volleyball, and horseshoes, listening to the radio (actually two radios, one tuned to a "golden oldies" station and the other to the Milwaukee Brewers-Chicago White Sox game). Polite discourse on the New Baby Boom, the Bomb, Education Today, the Church and the New Morality, and the Best Infield of All Time is encouraged. As the day wears on, the kids get tan and slightly sunburned, half the women get totally sunburned and the other half tan perfectly, and one adult male cuts his foot on a rock. As the sun sets, the kids go for a canoe ride with their dads. Another beer is hoisted to the lips; it is so cold and wet the label falls off. The Brewers win in the bottom of the ninth.

RULES: Nothing is written; everything is understood.

RITUALS: Everyone says "please" and "thank you" and never thinks twice about it.

PUBLIC STATUES: Johnny Appleseed. Abe Lincoln (as boy and man) and Lou Gehrig or Gary Cooper.

FORM OF GOVERNMENT: Town meetings. Beer and punch served at the conclusion.

PUBLIC ENTERTAINMENTS: Community theater, bingo, and amateur sporting events.

MOTTO: "It's not the size of the wave, it's the motion of the ocean."

RAFTING/SAILAWAY '08 By Jim Johnson UH80

Friday July 25th - 1700 hrs.

As we passed the Shiely Docks at mile 826.3 The BAR-RON, River Rat and RX came into view. They were at anchor in Pirates Cove also known as the Shiely Cut. As we passed the Pine Bend Head Light & Daymark we saw the usual pair of ospreys. They had two young birds still in the nest and as we passed one of the adults swooped up with a fish in its talons. One of the many great sights on the river. We pulled around the downstream red buoy and proceeded upstream into the cove. Ron and Barb from the BAR-RON, Jeff and Robin from the RX and Bob Drain and Anne from the River Rat were there to help us tie-along and begin our rafting weekend. Soon after our arrival Skip and Becky arrived with their boat "Skip To My Lou" and tied-off on our starboard side. Ron and I took Skip's anchor out about 100 feet in Ron's dingy and dropped it in. Now we had two anchors set and things were going well. Next came Greg and Linda in the "Grand Lady", Ted and Jennifer Toso, Dennis, Renee and Diane in "Misty's Big-Boy", Dave and Ruby in "Black Ruby" and Fran and Jenn Potvien with "Too Much Fun". Fran and Jenn are new to the harbor this year and their slip is next to Mark Mosby in the upper harbor.

Soon the drinks were flowing and the snacks were appearing. We broke for dinner and then reconvened on our boat for more snacks, drinks and a sing-a-long. Jenn knew all the words for La Bamba in Spanish and was the hit of the evening. Bedtime around 12:30 am and none too soon.
Saturday July 26th - 800 hrs.

Coffee and gab on the back of the BAR-RON for us. Gary and Diane Hietala arrived late morning and also Mark Mosby in "Mary Ann". Roger showed up in the afternoon with his boat "10 Minutes Peace". Roger had been up since 6:00 am serving as a safety boat for a kayak/canoe event that began at the upper reach of the navigation channel. Breakfast break about 9:00 am and then quite a few started floating in the water. Ron cleaned all around his boat and Greg dove and retrieved a grill that fell from Black Ruby. Thanks Greg. Same routine for the rest of the day except no sing-a-long that evening. Folks just seemed too tired from the night before. We must be getting old!!!!

Sunday July 27th - 800 hrs.

Bob and Anne left about 6:00 am and Ron helped them on their way. Pretty much the same routine as Saturday. Greg checked the weather around 1:00 pm and there was some rain in the forecast. We broke camp and headed back home. All in all a great week-

end get-away. We had 13 boats in all and next year we hope for more. It's great to be in this club.



SWEET CORN FEED!!!!
FRI. AUG. 22nd 7pm to?
FREE CORN, PRIZES, MUSIC,
DANCING & FUN FOR ALL!!
(elvis hour and beer too)
wear your wackiest hat
to win a prize!!!
ON THE GENERAL, BRING
YOUR CREW!

To: All St. Paul Yacht Club Boaters

August 1st, 2008

I want to alert you to an installation slated for Harriet Island Park for the September 1st to 4th run of the Republican National Convention. The installation will consist of a semi-trailer with a very large "jumbotron" screen 16' x 22', a public address system, and a generator to power it all. The installation is intended to run from 8:00 am each morning to 11:00 pm each night, and includes the screen display and an audio program that would be broadcast at 85 decibels over the PA system. **The location chosen for this is indicated below on the map; it will be in the passenger drop off area directly in front of the Miller Dock electronic gate.**



A group called True Blue Minnesota is organizing this effort, please see their website www.truebluemn.com for more information. **Due to the hours of operation and noise level (85 db is quite loud) they are required to get a variance from the St. Paul noise ordinance, and a public hearing is scheduled for August 20th, 2008 at 5:30 pm at the 3rd floor, 15 Kellogg Blvd. West, St. Paul.**

For those of you who have experienced similar equipment being used during Taste of Minnesota, I don't think I have to tell you how annoying and disruptive this would be for four straight days. **I would urge anyone concerned about the situation to attend the hearing listed above and voice your concerns.** I have also included a contact list of other parties to whom you can voice your concerns.

Please attend the hearing!

Roger Anderson
Business Manager

**FOR SALE WITH SLIP AND NEW COVER.
35 FT CHRIS CRAFT SEASKIFF**

OWNERS SINCE 1967-40 YEARS, FRANK & JULIA KLINE 763-557-6811.
CHRIS CRAFT SEASKIFF # 35226 1958 35 FOOT, 11.5 BEAM. TWIN GAS ENGINES,
CHRYSLER HEMI V8s, MODEL M45-3, 345 CI, 225 HP EA SLEEPS SIX, ELECTRIC
KITCHEN, REFRIG, HEAD. \$13,000 WITH COVER.



SPYC Cruise to Treasure Island!



TREASURE ISLAND CRUISES

September 24th, cruise leaves at 8:30 a.m.
Call Wanda Pichelman at 651-773-5881 for reservations!
The Island is calling!

What better way to get there than aboard the luxurious
Spirit of St Paul!

*Brunch is provided as you cruise the scenic Mississippi River

*Receive \$5 to play with at the casino

*Guests arrive back at the River Heights Marina Via luxury motor coach at 6:00pm

\$29.95 plus tax per person

E-mail! E-mail! E-mail!

The marina is switching our phone service and internet provider on August 6th, 2008. The change is taking place to improve our phone and internet service and reliability for our location, and we will realize some monthly savings as well. As part of this change, we will be moving to new e-mail addresses that are keyed to a new website that will be functional soon. Below are the new e-mail addresses, please start using these immediately:

roger@spyc-mn.org E-mail for Roger Anderson specifically.

office@spyc-mn.org Main e-mail for general marina use.

Our existing website, <http://stpaulyachtclub.org> is still functional and current though it will be changing in the near future. While we are not changing any phone numbers, there may be a some temporary disruption in the phone service while the other changes are taking place. I've learned to expect that no matter how well thought out and planned for, these technological updates frequently run into unforeseen problems. Here are some alternate contacts that you may want to keep in mind over the next week or so while we make the change:

Alternate e-mail: *Roger.D.Anderson@comcast.net* Alternate phone: 651-747-6068

HELP!

"Sunday morning July 2, 08 my crew member and friend Mike S. and I headed down the Mississippi with my 24.5 Regal Ambassador named "Suite Thing" to try and rendezvous with the members at the raft up near Newport, then our motor died just past the 52 bridge (Dana Marine later figured out it was water in the bottom of our tank that got in the carb as we opened up the throttle.) **I got on the radio and Ted Toso answered.** He came out to pull us successfully back, against the current with only a 9.9hp powered Zodiac! Just in time too as the current quickly had us up against a barge parked on the North shore and uncomfortably close to the rocky shore. He was at the party the night before and was just going to bed when he heard my call. **Ted's unselfish and brave action – (there was one very un-seaman like boat "skipper" that nearly capsized Ted with its wake) is greatly appreciated, and is another reminder why SPYC members like Ted are GREAT!** Thanks again Ted!!" Respectfully submitted by SPYC member Brad Lambeau.

St. Paul Yacht Club Board Meeting 06/23/08

Board Members present:

Commodore	Vice Comm	Secretary	Treasurer	Board	Board	Board	Board	Board	Board	Past Comm
Peter	MJ	Dennis	Jerry	Ralph	Dave	Jim	Gordy	Mark	Tom	
Kramer	Babcock	Sando	Quaal	DeLong	McCusik	Johnson	Mergens	Mosby	Marrone	
PK	MJ	DS	JQ	RD	DM	JJ	GM	MM	TM	
x	x	x		x	x	x	x	x	x	

Guests Present: Ron Hilson, Greg DenBleyker, Roger Anderson. Call to order at 7:07

Ron – suggested ceremonies for 15, 20, 25 year membership along the lines of Wavye’s party. The suggestion will be turned over to social for review. Greg – had words of praise for Howard Dahlgren for his years of service, and for Rick and Roger for their exceptional service so far this year. He also wondered how much it cost to bring the boat up for Wayve’s celebration.

The 06/02 minutes were accepted.

Financial – Jerry Quaal not present – he had a heart valve replaced, Roger reported in his absence, per reports. A recommendation was made that the 3% increase this spring should go toward reducing the long-term debt. The report and recommendation were accepted. The Commodore requested that finance review the slip rates and make them more equitable, that is, similarly sized slips should rent for the same amount, etc.

Operations – reports from Roger and Gordy – 4 more boats will be launched this week. The safety checks are progressing, with around 40% of the boats checked. We are still getting bids on security upgrades, both on-boat systems and an automatically closing gate. We are waiting to move a boat away from “Kenny J” to start the demolition. The gas dock has had improvements made to improve safety, and we are working on a replacement gas pump that will pump more quickly, and register the actual price per gallon. As for the dredging, Roger will follow up with the Corps now that the water is dropping. (“Pray for more rain”, from Roger) Roger has asked for some training from the Coast Guard Auxiliary on Vessel Safety Checks so that he can perform the basic checks. We would have to decide what fee the club would charge for him to perform these checks. (He would not be able to award the Safety decal, however, even if the boat passed all requirements.) There was a discussion about open charcoal grilles on boats, whether or not we should continue to allow them due to safety and fire concerns. Lastly, a discussion about a liveboard boat modification to width to add floatation for stability, and whether or not we would be able to accommodate the new configuration.

Clubhouse committee – Dave McCusick, chair, reports they had a great first meeting. They developed an agenda for future meetings. The committee will put together a proposal to present to the city for their approval of the concept and design.

Social – planning a corn feed on the “General” when the corn is available.

Marketing – Tom and Jim – putting together a number of informational packets for transients in time for the 4th of July. The packets will have a lot of information about local attractions, phone numbers for restaurants, taxis, emergency services, etc.

Green Marina – Roger is pricing water/oil separators for bilge water pumping. The ship’s store is stocking oilsorb pads.

Other – re Greg’s comments in open forum, the Social Committee has a budget, and they are still under their budget. It’s the committee’s responsibility to determine where and on what to spend their funds. From Mark, could we sponsor an antique and classic boat show? They’ve apparently lost their sponsorship at Treasure Island, and are probably looking for another venue.

Roger was directed to inform an applicant that his full-membership application was rejected.

The meeting adjourned at 8:22.

Respectfully submitted,
Dennis Sando, Secretary

Remember these guys from a couple years ago? I have a similar picture in the office and I’m frequently asked what happened to them. They’ve wrapped up the voyage, (nobody got killed) and you can find out the whole story at www.missrockaway.org/ - Ed.



SOME NOTES FOR A HISTORY OF THE S.P.M.B.C.

Some Further Notes for Our History

During its first decade the Saint Paul Motor Boat Club was a thriving organization. There were regular social events – dances, excursions, picnics and various boat competitions. In 1916 the fledgling organization hosted the Mississippi Valley Powerboat Association annual regatta, during which Chris Smith, of Chris Craft fame, broke the world's speed record for the straightaway mile by driving his craft, the Miss Minneapolis, between the Wabasha Bridge and the High Bridge at the amazing speed of 62 mph.

By 1920, however, pollution was beginning to take its toll. The detritus from two rapidly growing metropolitan areas was discharged shamelessly into the River, and among the first to suffer were swimmers at Harriet Island's famous beach. Soon, the spa at the Island was closed to swimmers, and the whole operation was turned over to the Parks Commission.

During the period of the 1920's and the early 1930's, the Mississippi River at Saint Paul was more thoroughly neglected than at any time before or since. River commerce was at a low point, and railroad transportation was, for the moment, more efficient.

By 1930, reckless pollution had made the River so very unpleasant, so offensive to the eyes and the nose, that the Saint Paul Boat Club became during much of this time more of a social club than a rowing club. Many of the activities of the S.P.M.B.C were moved to Stillwater or Afton on

the St. Croix River, or to cleaner Mississippi waters downstream at Prescott or Red Wing. The mid-1930's was a time of dust-storms and grasshoppers in the middle-west, of bread lines and hard times. Thanks to movies, it was also a time of Busby Berkeley fantasies, of white Rolls Royce convertibles, of Shirley Temple and "The Good Ship Lollypop". Also, it was possible now to dream the impossible dream – that the 9-foot channel might revive the river. It well may be that the S.P.M.B.C. gentrified its name in 1934, naming itself the Saint Paul Yacht Club, as a savvy public relations statement. Whatever the motive, this brave effort had little effect, and membership in the Club dropped dramatically.

Finally, in 1938, completion of Saint Paul's sewage plant at Pig's Eye Lake did truly mark a turnaround in the modern history of the River. All of a sudden, S.P.Y.C's membership soared. And this was only the first step in the revitalization of the River.

Completion of the ten-year project, 1930-1940, to control the river's flow by installation of 23 locks & dams between St. Anthony Falls and St.Louis again changed the nature of our River here in St. Paul. The system of pools between the Locks & Dams created a dependable 9-ft. channel, making commerce on the river much more feasible. Improving the river, at the same time, for recreational boating.

Submitted by
Terry Williams,
History
Committee.

